

## LEWIS SAYS HEARST HAS WHITMAN VETO

Attorney-General Credits Editor With Killing of Water-power Bill.

### AFFECTS COAL SHORTAGE

Governor's Rival Accuses Him of Framing Measure and Then Sidetracking It.

Attorney-General Merton E. Lewis issued two statements attacking Gov. Whitman yesterday. One dealt with his act as Governor in vetoing the so-called water power bill last winter, in spite of the fact that he had assisted in framing it and had it passed under an emergency measure. The second dealt with speculation as to what Gov. Whitman would have done had he been president since the war began. In both the Attorney-General credited William Randolph Hearst with having much influence with the Governor.

Regarding the water power bill the Attorney-General said: "A 14,000 horse-power development created by the State in the improvement of the large canal in the city of Oswego is today going to waste because of Gov. Whitman's subservience to the principles of Mr. Hearst. Under the law the canal board is forbidden to make any disposition of this power except by specific enactment."

"A bill prepared under the direction of the State Engineer and Superintendent of Public Works and the Attorney-General and approved by the canal board was introduced and passed, providing for a lease of this water power by the State, and if approved by the Governor would have made this vast aggregation of energy available as a substitute for coal and would have resulted in the payment to the State of a large sum of money."

"The Governor vetoed the bill. He vetoed it upon the ground that the bill made no provision for the acquisition of the power by the city of Oswego. He vetoed it because an assemblage of advocates of municipal ownership of whom Mr. Hearst is in this State at least, the chief, opposed the bill upon the specific ground that it was in violation of the municipal ownership policy."

"Next winter when operations of industrial plants are likely to be suspended by reason of the shortage of coal, when thousands of families will be suffering with the temperature at zero or below and when the coal supply is likely to be prevented by reason of weather conditions, this water power will not be capable of use."

After speculating at some length on what attitude the Governor might have taken as President on the great question that has come before the Federal Administration for settlement in connection with the war Attorney-General Lewis continued:

"In the light of his relations with Mr. Hearst, with the subservience to Mr. Hearst which has been apparent during his term as Governor, with the ambition of the Governor to maintain himself in office and with the knowledge of his part that Mr. Hearst's numerous papers will be helpful to him in the effort to maintain himself, does any one suppose that Mr. Hearst's influence will not be exerted upon Mr. Whitman against the cause of the Allies, and does any one suppose that Mr. Whitman as President would not yield to that influence?"

Gov. Whitman having adopted a policy of silence it is left to William H. Anderson, superintendent of the Anti-Slavery League, to throw hot shot at the Attorney-General. He charged the latter yesterday with changing his mind and favoring a referendum on prohibition because William Barnes of Albany had abandoned the State prohibition amendment panacea in favor of a referendum on the Federal amendment.

Writing to Mrs. A. L. Livermore, vice-chairman of the Whitman primary campaign committee, Miss Nellie Swartz, secretary of the Consumers League of the City of New York, said yesterday that the record of the Governor in regard to labor legislation for women and girls was excellent. "He has vetoed the bad bills," she said, "and signed the good ones, and has clearly placed himself on record by his actions as a defender of the interests of the State in the protection of our industrial workers."

Whitman Is Guest of Aldridge.

ROCHESTER, Aug. 15.—Gov. Whitman was the guest of George W. Aldridge, Republican State Committeeman, several hours today. This afternoon he motored to Caledonia to deliver a dramatic at the tri-county fair. He will go from here to Saranac Lake, where he is to address a patriotic meeting tomorrow.

## U. S. BACKS BRITAIN'S MEXICAN OIL ACTION

Decree Would Keep Supply From Allies.

WASHINGTON, Aug. 15.—The United States and Great Britain have joined in diplomatic representation against the Mexican Government's action against the land decrees of President Carranza, which it is contended, amount practically to confiscation.

Meanwhile the American and English oil companies have united in an agreement to refuse to meet the terms of the decrees, which, they contend, would take the properties from them, and have agreed among themselves to depend upon their Governments for protection of their interests.

These two developments mark the progress of a situation in Mexico which is generally regarded as growing in its possibilities of embarrassment for the nations engaged in the war against Germany.

Representatives of the American oil companies, in support of their contention that Mexico's action is of advantage to Germany, quote Manager Ballin of the Hamburg-American Line, who recently stated publicly that "after the war is over we are assured of extensive oil possessions overseas."

The Allies need this year 430,000,000 barrels of crude oil, for which they depend entirely upon the United States. The United States can produce not over 315,000,000 barrels. The Mexican fields can supply 120,000,000 barrels.

All the oil in Mexico is owned by American and British companies. Under the latest decree Mexican attempts to make oil the property of the nation. Mexican petroleum then would become a nationally owned contraband and as such might not be sold by neutral country to a belligerent under international law. To endow petroleum with that character and prevent shipment of it to the Allies are said to be the purposes of German propaganda in Mexico.

Tried to Corner the Sacred Cod.

BOSTON, Aug. 15.—Thirty persons were secretly indicted today on charges of conspiracy to control the fishing business of Boston. Much of the evidence had been brought out at a legislative investigation.

## CAPTAIN EVANS IS U-BOAT PRISONER

Continued from First Page.

or the ship had taken fire from the shells, I do not know."

The Dorothy Barrett was valued at \$150,000. Almost at the moment the New Jersey coast was experiencing the thrill of the Cape May attack on the Dorothy Barrett another fleet of airplanes and patrol boats put quickly to sea in the vicinity of Cape Hatteras, where reports were received of heavy firing in the zone where U-boats were operating last week, and where the Diamond Shoal Lightship was sent down.

At least two guns boomed for forty minutes, one of them plainly of far greater calibre than its companion. To those ashore it appeared that the guns were being fired almost simultaneously, but no reports on what had taken place could be obtained when some of the air and patrol boats returned to their stations later in the day.

Along the North Carolina coast as well as along the Jersey shore the mine sweepers worked into the night. It was feared that wherever they move the submarines are sowing mines, as one of them did off Fire Island last night. With the result that the American cruiser San Diego was sent to the bottom. Whether the sweepers pressed into service off North Carolina last night is not known, but it is believed that the mines could not be learned from the navy authorities last night.

The submarine that attacked the Dorothy Barrett is believed to be the same one that torpedoed the oil tanker Frederick R. Kellogg thirty miles south of Ambrose Light Tuesday evening. Air patrols that went to the Kellogg's position reported upon their return that still was afloat and that there was good chance for salvaging her. Seven men of the Kellogg's crew still are missing, but the Navy Department has no confirmation of reports that five men were known to have been killed by the explosion of the torpedo.

Fresh from one of the most severe ordeals through which submarine victims yet have passed, thirty-eight of the forty men who were aboard the British steamship Penitence, sunk late Sunday by a submarine off Nantuxet, were put ashore yesterday, twenty-nine of them at Provincetown, Mass., and nine at New Bedford. The survivors were known definitely to have been taken aboard the submarine that sank his ship, so that the only death possible in the Penitence was that of Captain Howitt, the Penitence's engineer, who was slain by the explosion of the torpedo. Four of the Penitence's firemen were wounded at the same time, but they have been saved.

Two officers of the Penitence who were landed at Nantuxet. Among them was Benjamin Davies, executive officer of the Penitence and his companion. They were so utterly exhausted that they had to be lifted aboard the rescuing tug Hardy Nantuxet fishermen who are weary of exhausted survivors of the wrecked man said they never had seen human beings in a more pitiable condition than the nine who were put ashore from the tug.

Had Daily Meagre Rations.

The Penitence, Davies explained when, having once collapsed, he recovered consciousness in a hospital last evening, left New York Friday and he and his companions had been adrift in all kinds of weather since their ship went down Sunday. They had only the meagre food ration ordinarily stowed in a lifeboat for emergency purposes.

During all that time Executive Officer Davies sat heroically at the tiller of their small boat, declining firmly to let any other of the men relieve him. When he attempted to stand at the helm of the rescuing tug's crew he collapsed and nearly fell overboard.

Davies established positively the fact that the Penitence was attacked with torpedoes. He said the torpedo was fired at unusually close range. It hit the vessel amidships. The engine room was wrecked and oil was flung over the crew of the lifeboat. It was there Howitt was killed.

Capt. Evans left the ship with the others, but as the Penitence was settling, he took a desperate chance and returned aboard her in an effort to recover the ship's papers and some of the personal belongings of the men. Eleven volunteers went with him.

The U-boat captured all of the crew. The others were turned loose in their small boat, but Capt. Evans was taken to the submarine, the crew of the U-boat standing on deck and cheering wildly as he went aboard. Four bombs finally were placed on board the Penitence and after an hour and a half after the torpedo hit her.

Indicates Two U-Boats Are Busy.

Bearing upon the question of whether more than one submarine has been raiding off the New England and Long Island coasts, Davies insisted that the Penitence was the only vessel that has a number painted on her. Captains of fishing vessels that were destroyed were equally positive that the submarine they encountered bore no such distinguishing mark.

Four survivors of the fishing schooner Progress, sunk Saturday, were landed at Boston yesterday. They had been adrift in a dory without a compass and with but little food and water for more than seventy-two hours. Others of the crew of the Progress were picked up earlier in the week.

A passenger aboard a French steamship that arrived at an Atlantic port yesterday said he had seen, about five miles off the coast of New England, a vessel that apparently was in a sinking condition. He could not tell whether the supposedly sinking ship was propelled by steam or sail, and he said he heard a rumor about the liner that an SOS signal had been received from the vessel, which he understood had been torpedoed.

Other passengers and officers said they had no personal knowledge of the incident. The liner was about 100 miles off the American coast when the supposed sinking vessel was said to have been sighted.

Sandusky Man Killed in U. S.

SANDUSKY, Ohio, Aug. 15.—J. J. Dauch, wealthy here, the Hinde & Dauch Paper Company of this city, and his chauffeur, Harry Hicks, were killed early today when the automobile in which they were riding overturned near here. Dauch's wife and daughter, who were riding with him, were seriously injured.

Freight Rate Increase Denied.

WASHINGTON, Aug. 15.—The Interstate Commerce Commission today denied an application of the Buffalo and Lake Erie Traction Company for an increase of freight rates between points on its line.

## U-BOATS HERE ARE OF CRUISER TYPE

Probably Like Deutschland and of Low Speed, 12 Knots at Best.

### LET TRANSPORTS ALONE

Have Been Sighted and Attacked Several Times by Naval Patrols.

WASHINGTON, Aug. 15.—German submarines carrying out raids in American waters are of the cruiser type, probably converted merchantmen like the Deutschland, which made two peaceful trips to the United States before this country entered the war. They are low speed craft with great cruising radius, carrying large crews, 5.5 inch guns and mine-laying equipment as well as torpedoes.

These conclusions have been drawn by naval officers from detailed reports gathered since the U-boats first appeared off the Atlantic coast last May. The largest probably is not more than 300 feet long and officers are satisfied they are not the super submarines which frequent reports of late have said Germany was building.

It may now be stated that the raiders have made no effort to attack troop ships leaving for Europe and that none of them ever has been sighted by out-bound transports or conveying warships. This fact, together with the general character of the operations of the submarines, is accepted here generally as proof that the sole purpose of the raids is to hinder commerce as much as possible and incidentally, to carry out the German campaign of "frightfulness" to the United States.

The Germans are believed to have turned out six merchant submarines and two of them, the Deutschland and Bremen, are known to have been completed before this country declared war. At least one, possibly two, of these vessels are believed to have been destroyed, but the others unquestionably have been converted into fighting ships. Their crews, when sighted, are known to mount much larger guns than the ordinary U-boat, and this accounts for the fact that they have outranged nearly all of the armed merchantmen when they dared to attack.

Speed has been sacrificed to cruising radius, and it is estimated that their maximum surface speed is not more than twelve knots, while they probably cannot do better than six submerged.

Their slowness, officers say, makes them unsuitable for operations in the Channel, where they would be constantly on guard, and they have been employed largely in sporadic raiding expeditions.

They are believed to have made their first appearance in the Azores last fall, where a port was shelled until an American naval cutter drove off the enemy with shells. Later the coast of Liberia was bombarded.

During their operations in American waters the raiders have been sighted by naval patrols at various times, and some few attacks by seaplanes, destroyers and submarine chasers have been made, but so far has been established none of the ships has been destroyed.

They are very wary of warships, and the quickness with which they submerge, even at the approach of the smaller submarine chasers, tends to support the generally accepted view that their commanders have been instructed not to expose them to serious attack.

BACK SCHOOLS, WILSON URGES.

Says Efficiency Should Be as High as Draft Will Permit.

WASHINGTON, Aug. 15.—General support of schools of all grades in war time is urged by President Wilson in a letter to Secretary Lane today approving the bureau of education's plan for an educational campaign this summer and fall. "I am pleased to know," says the President's letter, "that despite the unusual burdens imposed upon our people by the war they have maintained their schools and other agencies of education in the most admirable manner. This should be continued throughout the war and that in so far as the draft law will permit there should be no falling off in attendance in elementary schools, high schools or colleges is a matter of the very greatest importance, affecting both our strength in war and our national welfare and efficiency when the war is over."

"So long as the war continues there will be constant need of very large numbers of men and women of the highest and most thorough training for war service in many lines. After the war there will be urgent need not only for trained leadership in all lines of industrial, commercial, social and civic life, but for a very high average of intelligence and preparation on the part of all the people."

AIR MAIL HEAD THANKS HYLAN

Announces Transfer of Washington Service to Post Office.

Writing to Mayor Hylan Monday, announcing that the operation of the air post service had been taken over from the military aviation by the Post Office Department, Benjamin B. Lipner, superintendent of the Division of Aerial Mail Service, thanked him and patrons of the service here for their encouragement.

"The great city of New York has been brought closer to the national capital in point of time," he said, "and I believe closer in the matter of interest, by that speedy communication which accelerates business activity."

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## BEHNCKE TO GUIDE GERMAN NAVY WAR

Appointed Secretary of State for Admiralty as Von Capelle Quits.

### POLICY MAY CHANGE

Submarine Failure Likely to Bring About Activity in Sea Fighting.

AMSTERDAM, Aug. 15.—Vice-Admiral Behncke has been appointed State Secretary to the German Admiralty, says the Weiser Zeitung of Bremen. He was formerly vice-chief of the Naval General Staff.

Vice-Admiral Behncke succeeds Admiral von Capelle in the office of State Secretary to the Admiralty, or Minister of Marine, as the office is customarily designated.

Admiral von Capelle took over the Ministry of Marine in March, 1916, succeeding Admiral von Tirpitz. There have been recent reports of Von Capelle's impending retirement, despatches from Berlin on August 6 declaring that his resignation might be expected soon.

A few days previously Admiral von Capelle had retired as head of the German Admiralty Staff, shortly after he had made an apology for the failure of German submarines to sink American transports.

Special Cable Dispatch to The Sun from the London Times Service.

LONDON, Aug. 15.—The naval correspondent of the Times, discussing the submarine situation, says: "No specific has been found yet for the U-boat, and if it were not for the American effort the mercantile shipbuilding production would not outstrip the submarine losses. It is futile to say the menace is abated as long as the submarines continue to ply their evil trade in the Channel."

A most interesting question concerns the official view taken in Germany of the U-boat campaign. Does the retreatment of Von Holtzendorff and the selection of Von Scheer as Chief of the Admiralty Staff indicate a coming change in German naval strategy? The announcement that Von Capelle has left the Admiralty staff has been interpreted as indicating that something of the kind is contemplated.

"Behncke, who was Vice Chief of the Naval Staff until September, 1915, was not supposed to be an out and out supporter of the Von Tirpitz policy, although he defended it in conversation with an American naval officer. If the high military command, which also rules the policy of the navy, has at last decided that the submarine campaign is futile as a decisive factor increased live-ness may be expected in the North Sea. The younger school of German naval officers are said to be intensely dissatisfied with the policy of inactivity which has held the high seas fleet to coast patrol work."

Anything may happen if Scheer has gone to Berlin to advocate a more forward policy. This would not necessarily mean an abandonment of the submarine campaign, but it might account for the statement of out-own admiralty that no marked increase has been detected lately in the U-boat activities. It may be that the U-boats are wanted for another purpose.

Enger to Foll Zepplins.

"The recent scuttling of the Dutch coast in which the Germans lost a Zeppelin is significant of the vigilant watch that is being kept on German movements. We can afford the loss of several zeppelins if we can put out the eyes of the German naval chiefs by destroying Zepplins."

Our movements on the fringe of the German naval positions are a necessary part of the anti-submarine campaign because the activities of the U-boats are limited by our mine fields, and it is therefore necessary to pick up their traces as soon as they leave their bases. Such measures now have greater value since the submarines have been deprived of their lairs on the Belgian coast. As Captain Perissus said, 'Our submarines have a task so difficult that it may almost be described as superhuman.'

There are several factors pointing to a change in German naval strategy.

LIBERTY BONDS ACCEPTED.

Will Be Taken as Surety for Freight Charge Payment.

Special Dispatch to The Sun.

WASHINGTON, Aug. 15.—Liberty bonds will in the future be accepted by the Government controlled railroads as surety for payment of freight charges. Soon after taking over the roads Director-General McAdoo issued orders putting all business on a cash basis. It was provided, however, for the convenience of shippers that credit might be extended for forty-eight hours if proper bond was furnished. Individuals, however, could not furnish surety bonds without much trouble and expense, and were at a disadvantage in getting this limited credit. It was for this reason that the Director-General issued orders providing for the acceptance of Liberty bonds as surety bonds from individuals.

FOOD 60 PER CENT. HIGHER.

Average Increase Shown for Five Years—Costs Still Advancing.

WASHINGTON, Aug. 15.—Food price figures made public today by the Bureau of Labor Statistics show further increases in June, the greatest advance being 32 per cent. for potatoes. The average increase of 7 per cent. in food prices is shown for the year ended June 15, the greatest among 28 articles listed being 25 per cent. for round steak. Although the price of flour declined 17 per cent. during the year, bread increased 2 per cent.

In the five year period ended June 15, food prices showed an average increase of 46 per cent.

More Activity Expected.

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WAR ALLOTMENT SYSTEM CHANGED

Modifications Expected to Speed Up Delivery of Checks to Fighters' Kin.

Special Dispatch to The Sun.

ALBANY, Aug. 15.—Thousands of New York State residents who receive allotment and allowance checks from the Government for men in service with the colors, will receive checks this month smaller than usual, but they are urged not to worry about it, as the rest of the allowance or allotment will come to them from another department.

This radical change in the method of handling allotments and family allowances is expected to speed up the delivery of Government checks to dependents of soldiers and sailors.

The new regulations provide that every enlisted man in military or naval service, regardless of rank or pay, must make the same compulsory allotment to his wife and children, \$15 a month. To this allotment the Government will add a monthly allowance ranging from \$5 a month for a motherless child and \$15 for a wife without children up to a maximum of \$50.

In addition the enlisted man, if he desires Government allowances for his dependent parents, grandparents, grand-children, brothers and sisters, may make voluntary allotments to them—ranging from \$5 a month to \$25 a month, where allotment is made to a wife and children, and \$15 where no such allotment is made.

Heretofore allotments were on a sliding scale and varied according to the soldier's pay or the numbers and personnel of his family.

The new system, which was put into effect with the approval of the War and Navy Departments, will simplify the administration of allotments and allowances, both by the Bureau of War Risk Insurance and in the field. Henceforth the Bureau of War Risk Insurance will handle allotments of only two amounts, \$15 or \$20. The access to allotments and allotments to persons not entitled to allowances, will be handled by the War Department, Navy Department, Marine Corps or Corps Guard.

Under the new amendments a father through adoption and mother through adoption, will be considered the same as a natural father and mother and will have the same rights to allotments and allowances.

Approximately 2,600,000 checks have been issued to date by the Bureau of War Risk Insurance. Checks are being mailed at the rate of more than 40,000 a day.

First of 13 Ocean Tugs Launched.

GREEN BAY, Wis., Aug. 15.—The first of thirteen ocean going tugs to be built here for the Emergency Fleet Corporation was launched today. The tugs, intended for towing and lightering service abroad will be delivered before navigation opens in 1919.

## THEOLOGIAN ATTACKS DIVINITY SCHOOLS

Says They Are Turning Out Scholars, Not Ministers.

Special Dispatch to The Sun.

BOSTON, Aug. 15.—An attack on the divinity schools of the country was voiced by Prof. George O. Bartlett, dean of the Philadelphia Divinity School, in an address today to the conference of theological professors and administrators of the United States and Canada at Harvard University.

Prof. Bartlett said the schools are trying to turn out scholars instead of practical ministers, and that as a result the lack of enthusiasm on the part of the students themselves has become a real tragedy. He advocated a radical readjustment of the whole range of theological training.

"The existing curriculum of divinity schools," he said, "are inadequate to make prospective ministers competent to meet the demands of human nature. The average candidate for the ministry is interested in things outside. In the first place, the primary, though not the noblest duty of the ministry, is not to breed scholars but to train men for the ministry."

"In this country there are fewer niches and living for scholars. We should have some system corresponding to the fellowships of Oxford and Cambridge, too many third and fourth rate men crowding into the ministry. The cause of the present inadequacy arises from the development of the theological field. Theology is now a composite of all human knowledge."

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